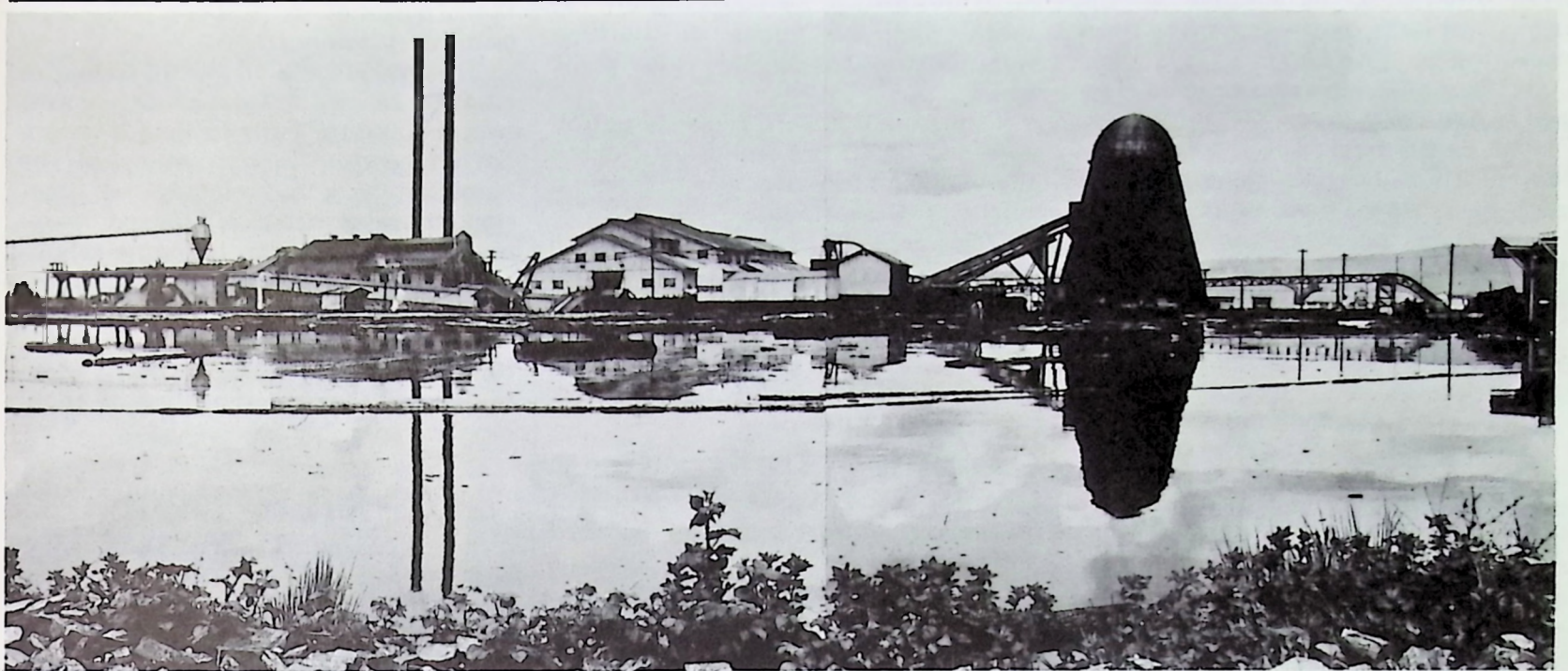


NEWS MEDCO VIEWS

July 1963

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Vol 1 No 8



Monorail Accident

Max Goble has a cut on his leg and will be off work for some time due to the recent accident when the monorail car broke the bolts and fell with him. We are wishing you a speedy recovery Max and don't sign up for jet training until you try the recently repaired monorail.

Hans Holt and Russ Hogue have both experienced similar accidents on the monorail over the years of operation, which looks like a pretty good record considering the amount of time the unit is used.

This picture has no specific meaning except it does show the sawmill with almost all the picture duplicated in the log pond. Since we

probably won't get any summer this year we thought you might like to see what it would look like IF the sun would shine.

PONDERINGS

Terry Stimmel has gone back east to be with his mother who is undergoing a serious operation . . . our best wishes go with you, Terry.

Derwin Davis, son of George Davis, recently enlisted in the Army at Medford. He is a graduate of Crater High School and will specialize in administration after basic training.

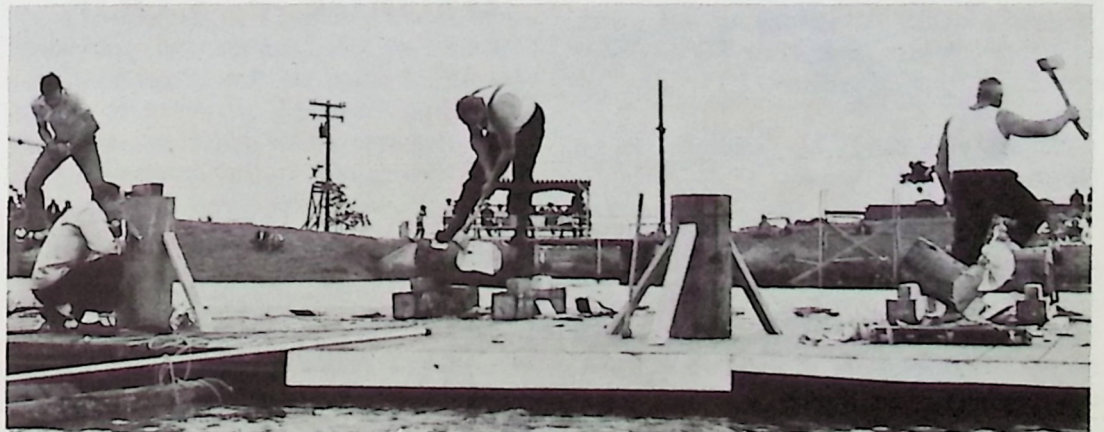
Most of the crew worked through the shutdown doing maintenance and repair work.

Blacktopping for Dust

The new blacktop around the sawmill and machine shop area should show some improvement in the dust and mud conditions. This has been planned for some time but could not be managed when the area was in use so consistently. Other areas were treated also, as will additional roads and areas as time and opportunity permits.

TIMBER CARNIVAL

Your editor had the opportunity to attend the Albany Timber Carnival on July 3rd and 4th (for the 6th consecutive year) and shoot pictures. We have reprinted some of them here for those of you who may be interested in this type of entertainment. There has been some talk in the area about the possibility of holding a similar type event at Jacksonville or Medford. Would you like to see a Southern Oregon Loggers' Show?



The chopping contest has drawn contestants from Australia and Canada with the Australians walking off with most of the honors. Here is

Tom Kirk from Mt. Wilson, Australia, finishing well ahead of his competition.

FACTS & FICTION ON SEAT BELTS

In an age when fastening a seat belt is accepted common practice, why is it that some people do not have and use them in their cars?

Following are some of the alibis most often cited as excuses for not using seat belts and reasons why these alibis are dead wrong:

1. Fear of being submerged or trapped in a burning auto.

This is the type of mishap which is least likely to happen. However, when such an accident does occur, the belt is designed for easy, quick release. In fact, you are far safer with a seat belt because it can keep you from being knocked unconscious or injured which would leave you unable to free yourself.

2. Fear of confinement in a crash.

Some people think it is better to be thrown clear of a wreck. People have been thrown out and had lucky landings, but statistics show that your chances of fatal injury are five times greater if you are ejected than if you remain in the vehicle.

3. Possibility of injury from the belt itself.

This idea has been fostered by freak accidents in which people in some isolated cases may have been possibly injured by the seat belt. Such cases are very rare as compared to the number of serious injuries there would have been if no seat belts had been used. We do not reject a drug because of harmful side effects it has on some people and we cannot cast aside seat belts because they can cause harm in some few cases.

4. They are unnecessary in low-speed neighborhood driving.

Studies by the National Safety Council show that nearly half the fatalities occur at speeds of 40 miles per hour or less, and that 80% of all accidents occur within 25 miles of home.

5. They would be useless in a "high-speed" accident.

This is where they are most needed . . . seat belts were never intended to be a "cure-all" for all accidents. They are designed for the survivable accidents, in fact they have saved many people in accidents which were formerly considered certain death.

6. Dread of being called "chicken."

Race drivers could hardly be called chicken and they wouldn't consider

driving without seat belts.

7. Restricted freedom of movement while riding.

Seat belts actually bring increased riding comfort, no sliding on the seat on a sharp turn, no bouncing off the seat on rough roads or hurtling through the windshield with panic stops.

Many truck drivers, highway patrolmen and others are enthusiastic about the new comfort and peace of mind provided by seat belts.

"Don't be caught dead sitting on your seat belt." Cultivate the habit of fastening the seat belt before the car starts to move.

From Family Safety
National Safety Council.

Shipping Dept. News

Amos Cox is scheduled for a visit to the hospital for surgery on the hand he injured some time ago. Seems it isn't doing quite as well as expected.

Olaf Fahlen has missed a few days because of minor surgery repairs but expects to be back on the job in the near future.

Bob Paris and his wife made a trip down in the California area and spent a few days at Shasta with their boat . . . (lucky).

Swen Sandberg and his family spent some time on the Oregon coast near Wheeler for their vacation over the holiday.

Mrs. Leonard Poutre has been in the hospital for surgery on her eyes and we are happy to report she is doing well and expected home very soon.

GEORGE F. COOK

Back in 1922 when the company was still known as the Brownlee-Olds Company, George Cook went to work. When he retired in 1956 he was the oldest employee in the company. For many years he delivered fuel to the city schools.

Born in Canton, N.C. in 1882, George passed on July 8th and was buried at Siskiyou Memorial Park. He left many friends in the MEDCO group and will be kindly remembered. Pallbearers from the plant were Homer Pleyer, Harry Comstock and George Watson.

FIRE BURNS HOME

Red Cappello and his family suffered a severely damaging fire in their home June 27th when the television either blew up or became overheated. Although the house was not completely destroyed, it was heavily damaged and their personal possessions were destroyed or damaged.

The good thing to come from this tragedy is the uniting of the townspeople of Butte Falls to help a neighbor in need. Although many of the neighbors were out of town on vacation, those at home all turned to for assistance in getting the home repaired and liveable for Red and his family. It is gratifying to see such a display of real concern for neighbors during a time when there seems to be no room in daily routine for other than personal requirements.

DRY KILN DOINGS

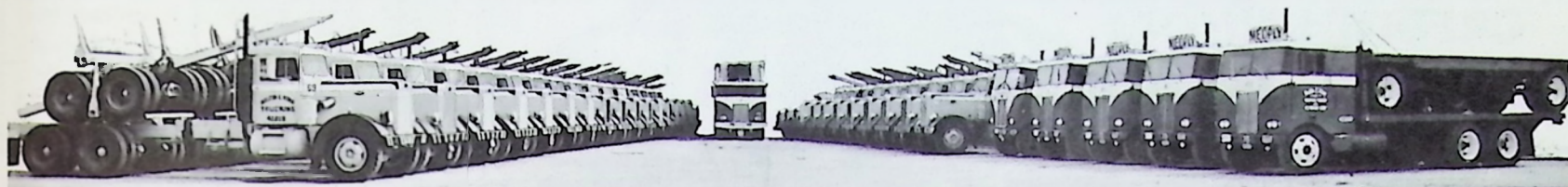
When the editor asked Dusty what had happened he replied that there was nothing . . . no marriages, no divorces, no babies, no new cars and no big fish caught; but we did wring out some news.

Tom Stevenson, 19 year old son of Vern Stevenson enlisted in the Army over the weekend. He will specialize in electronics and expects to be sent to a training base in Alabama. He had just completed a year of training at O.T.I. in Klamath Falls.

Chuck Cornutt took advantage of the long holiday shutdown to move his family down from Moses Lake, Washington.



Jerry Phelps, a 16 year old boy from Clarkston, Washington and Roy Bartlett, also from Clarkston, birling a log during the July 4th show. This event goes by falls, best 2 out of 3 with the winner taking the match and going on until eliminated or winning.



Only about once each year is this kind of a picture available with all the trucks lined up at one time. Although all the loggers are

caught in the yard frequently when it is raining, the veneer trucks and the vans are usually

on the road. The editor waited quite a while to get this picture.

Contract Hauling

You have all seen the trucks of Austin King bringing in load after load of logs all through the year. Have you ever stopped to consider the amount of investment in the trucks and the number of men required to operate this fleet? The trucks represent an investment of over three-fourths of a million dollars and it takes from 35 to 45 men to drive and maintain the fleet.

These men and trucks are important to you in your job. Through the contract hauling plan, your company can invest capital in plant improvements instead of trucks. These men are specialists in their field just as you are in the manufacturing of lumber products. It is through this kind of teamwork, each man doing his job, that the combined efforts of all will result in a successful overall operation.

THANKS, BOYS

Buzz Smith asked that the boys who worked so hard during the shutdown to help get the repairs completed on the monorail be thanked and that his appreciation be expressed for their help when everyone else was on vacation. These men were LeRoy Jahnke, Mel Rose, Dean Luehrs, Orville Rowden, Tony Pierce, Bill Hodgson, Ray Daniels and Jack LaTourette . . . Thanks, boys.

Other news from the Transportation Department . . . Gene Center made a trip to Arkansas for a family reunion . . . Kenny Dole headed for Seattle to spend the 4th of July and had to stay over because his cousin was killed in an auto accident . . . Ralph Parker has been in the hospital for surgery but reports say he will be back on the job soon . . . LeRoy Jahnke took a short trip down California way to visit in the Bay area . . . Roy Clevenger spent a week in California during the vacation period .

BABY ARRIVALS

Kenneth and Barbara Stolt took the honors for the largest baby at this writing with a 9 lb. baby girl born June 10th. She has been named Sharon Marie. Kenneth works in the plywood plant on a spreader crew.

Another new baby for the plywood plant was announced by Jesse and Patricia Rabjohn, a boy born on June 15th. The new arrival weighed in at 6 lbs. 10 oz. and is named Douglas Wayne.

Gene and Mary Rotan raised the count for the plywood plant to three when little Linda Sue made her appearance on July 1st. The little lady weighed 6 lbs. 15 oz.

Little Lisa Ann Killingsworth arrived at the home of Joe and Clair Killingsworth on July 8th. She weighed 7 lbs. 7 oz. and father Joe, ring operator on the barker crew was passing out cigars for a while.

BEE Z-Z

During the shutdown and repairing of the monorail it became necessary to use the truck crane to hoist men up to perform part of the work on the rail. BUT, when the crane was ready to be used it was occupied at the business end by a large swarm of bees who insisted that theirs was the first rights. It took our experienced bee-keeper, Carl Stockford, to coax them into a box so they could be evacuated to another area. They were given to Ray Bruten for his son who is interested in the fine art of raising these small-size dive bombers.

HOW ABOUT IT?

Your editor would like to know what you want to see in the future issues of the paper. You have all been very polite and said you liked the paper but we realize there has to be some things you would like to see included or omitted. Nobody is perfect and we are no exception but we would like to do the best job we can for you. We have probably left out some names which should have been included and made several other mistakes but we want to correct them if you will only tell us.

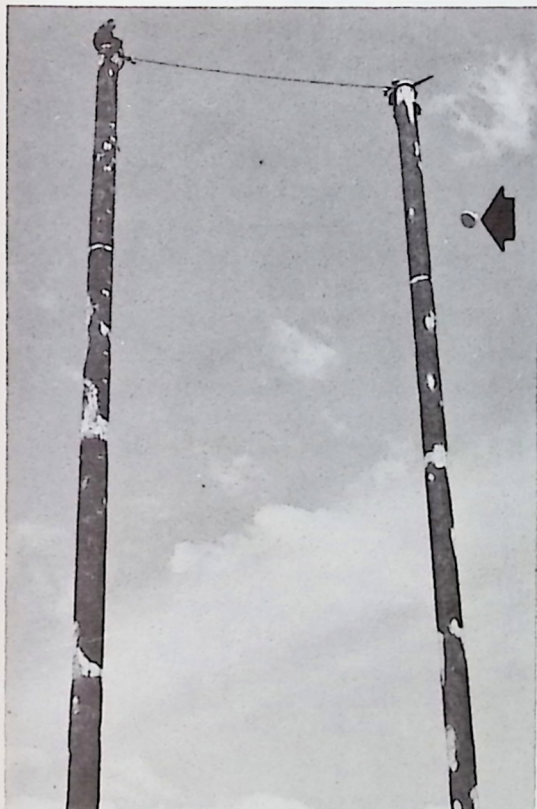
How about making some marks on this and dropping it off to your supervisor or even mail it to: P. O. Box 694, Medford, Oregon?

Tell us what you want to see in future issues . . .

More pictures..... Less copy.....
Less pictures..... More copy.....
More personal notes.....
More jokes..... Jokes are bad.....
Action pictures of jobs.....
Scenery pictures of area.....
News outside the company.....
Only company-employee news.....
Facts vital to industry.....

(your industry and your job)
No change.....

Sign it if you want but it isn't necessary.



Timber topping contest requires fast climbing and also fast work with the saw to mark up a good time. Time starts when the climber leaves the ground and stops when the "cookie" from the tree hits the ground.

CREDIT UNION NEWS NOTES

Any employee of Medford Corporation or member of the employee's family is eligible for membership. To join you just contact the Credit Union office or one of the officers of the group. A minimum \$5 share purchased and deposited to your account plus 25c membership fee and you are a full-fledged member. You can then start your savings plan by payroll deduction or deposits when you please. The Credit Union is owned and controlled by its members. Loans are made to members for various reasons but usually the loans are to finance autos, furniture, doctor bills or other items normally bought on credit thru finance companies and banks.

Joint ownership is not only permissible but is encouraged. The first named on the account is the one insured through Life Savings Insurance but either person may withdraw from the account upon presentation of the passbook and proper identification.

A member of an employee's family may also have a membership. In this case the employee would be the joint member and would be named second on the account. In the case of children, one parent must be named the joint owner with them.

HERE and THERE

In the Planer Department some trips were made over the July 4th holiday with Chester Bowles and wife making a trip to Oklahoma for a short vacation and a chance to look over the "cotton-pickin'" opportunities.

Albert Hawley and wife made the journey to Texas to visit a son in the service and stationed in the Lone Star state.

Roy Lay spent a few days in Portland and reported the weather was fine during his stay in the Rose City. Guess he just missed the rains we heard about.

Operations in the Planer Department have been somewhat curtailed with the holidays and other contributing factors so we are loaning some of our men to the shipping department to help them out part of the time.

He: "Pardon me, but you look like Helen Green."

She: "So what? I look worse in pink."

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NEW OFFICE SPACE

The increasing workload of the Forestry Department and need for additional space for map storage and other items in the office made it necessary to enlarge the quarters as you have noticed. Although not elaborate, the new offices are quite nice as we used products from our own plants in the construction. Some of the veneer facing was brought in from other sources but the core and layup was all done in our plant with some of the finished fir and cedar facing also produced from the plywood plant veneer stock. The birch, knotty pine and Idaho cedar veneer facing was brought in and laid up here.

Selective cutting and other modernized forestry practices make it necessary to maintain a complete map and record section for the maximum protection of growth and cutting experience records.

REPORT IT!!!

There have been some instances where employees received minor injuries on the job and failed to report them at the time they happened. Later they have turned in claims which caused doubt as to the validity of the injury. This could all have been eliminated if they will only **REPORT THE INJURY OR ACCIDENT AT THE TIME IT HAPPENS!**

The company will certainly accept all legitimate claims for on-the-job injuries but the injury must be reported to your supervisor as soon as possible after it happens. Failure to report leaves the burden of proof on the employee to show the accident happened on the job.

This is primarily for your own protection in event of complications, so be sure you report all injuries to your supervisor.



A large group of warehouse managers for U. S. Plywood Company inspect the plant facilities of Medco. Shown are W. A. Brandt from Pittsburgh, Penn., J. R. Furr from Roanoke, Virginia, Wm. Lehrburger from East Hartford, Conn.,

D. R. Turner from Nashville, Tenn., M. H. Young from Jackson, Miss., E. R. Rutledge from Algoma, Wisc., and Harry Ryback from Eugene, Oregon. Of course you know Mike, Jack, Russ and Ed.